



## **REQUEST FOR INFORMATION (RFI)**

**State of Maryland, Department of Transportation (MDOT)  
National Electric Vehicle Infrastructure (NEVI) Formula Program Funding**

**RFI # MDOT-OP-2317**

**RFI Release: September 27, 2022**

**RFI Submission Deadline: October 26, 2022, at 2:00 p.m. EST**

**Submit responses to the RFI to: [ptischler@mdot.maryland.gov](mailto:ptischler@mdot.maryland.gov)**

**MDOT will not accept or respond to questions submitted for this RFI. Only RFI responses shall be accepted.**

**All responses shall be submitted electronically to the Procurement Officer.  
Electronic response submission will only be accepted.**

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## PURPOSE OF REQUEST FOR INFORMATION

### Objective

The Maryland Department of Transportation, on behalf of the State Highway Administration (SHA), is issuing this RFI to solicit feedback and recommendations for a future RFP for the development of electric vehicle charging networks within the state.

### Background

The Bipartisan Infrastructure Law (BIL) was enacted on November 15, 2021, as the Infrastructure Investment and Jobs Act (IIJA). The \$5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program was authorized under the Highway Infrastructure Program heading of the IIJA and provides dedicated funding to states to strategically deploy Electric Vehicle (EV) charging infrastructure.



#### NEVI Plan

Maryland's State Plan for National Electric Vehicle Infrastructure (NEVI) Formula Funding Deployment was submitted to The Joint Office of Energy and Transportation on Friday, July 15, 2022.

The Joint Office approved Maryland's Plan on September 14, 2022. This early approval unlocked the NEVI formula funding that Maryland will allocate in state fiscal year (FY) 2023.

The NEVI plan can be found on the Maryland Zero Emission Vehicle Infrastructure Plan site located [here](#).

#### Funding

The NEVI Formula Program apportions approximately \$63 million to Maryland between federal fiscal years (FFY) 2022-2026, before any set-asides.

Funding for round one will focus on corridors and include 4-5 specific alternative fuel corridors (AFC). Funding will be limited to cover the minimum federal guidance requirements which include, but are not limited to:

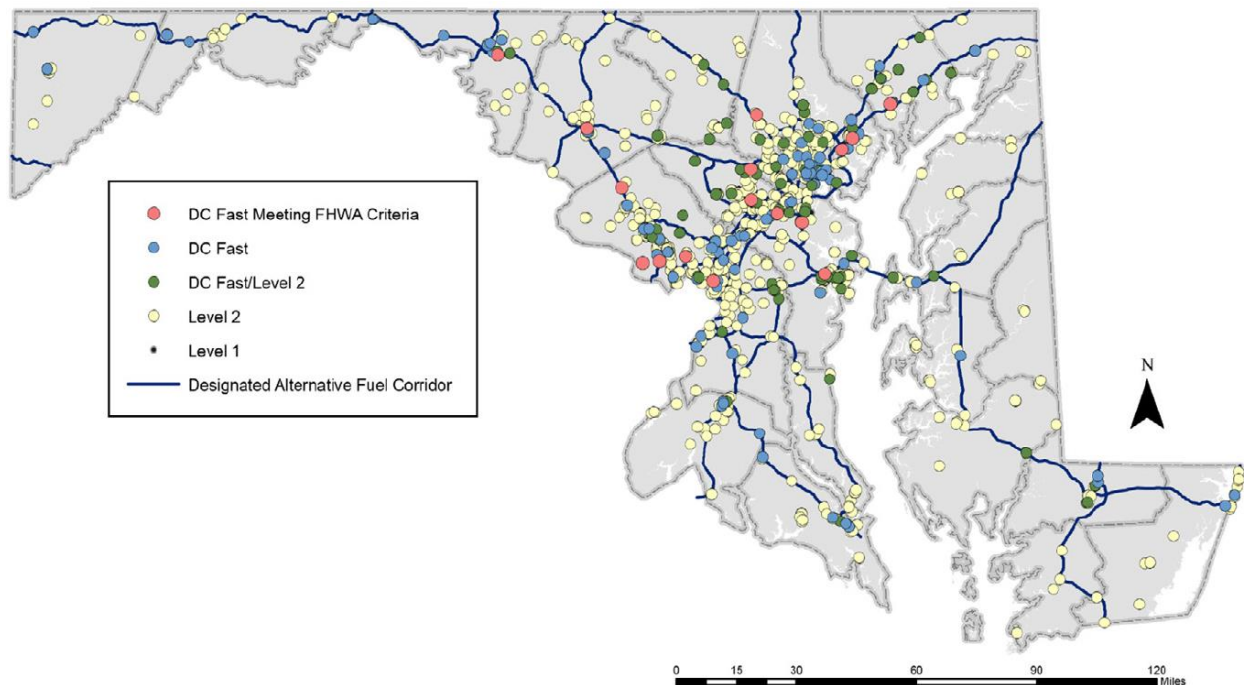
- ≤ 50 miles between one station/site and the next on the corridor (minimum two stations)
- ≤ 1 mile from Interstate exits or highway intersections along the corridor
- Include four Combined Charging System (CCS) connectors - Type 1 ports (simultaneously charging four EVs)
- Maximum charge power per DC port should not be below 150 kW
- Site power capability should be no less than 600 kW (support at least 150 kW per port simultaneously across four ports)

DRAFT NEVI Formula Funding Program Allocations by Maryland Fiscal Year [July 1 – June 30]							
Funding Category	2023 <sup>2</sup>	2024	2025	2026	2027	Total	% of Total
Planning and Staffing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	4%
Installation <sup>1</sup>	\$4,250,000	\$16,250,000	\$11,500,000	\$11,500,000	\$11,500,000	\$55,000,000	96%
Total	\$4,750,000	\$16,750,000	\$12,000,000	\$12,000,000	\$12,000,000	\$57,500,000 <sup>1</sup>	

Funding for state fiscal years (FY) 2023-2027 is online in the NEVI plan which can be found on the Maryland Zero Emission Vehicle Infrastructure Plan site. (See link above under NEVI Plan.)

### Maryland's Alternative Fuel Corridors (AFCs)

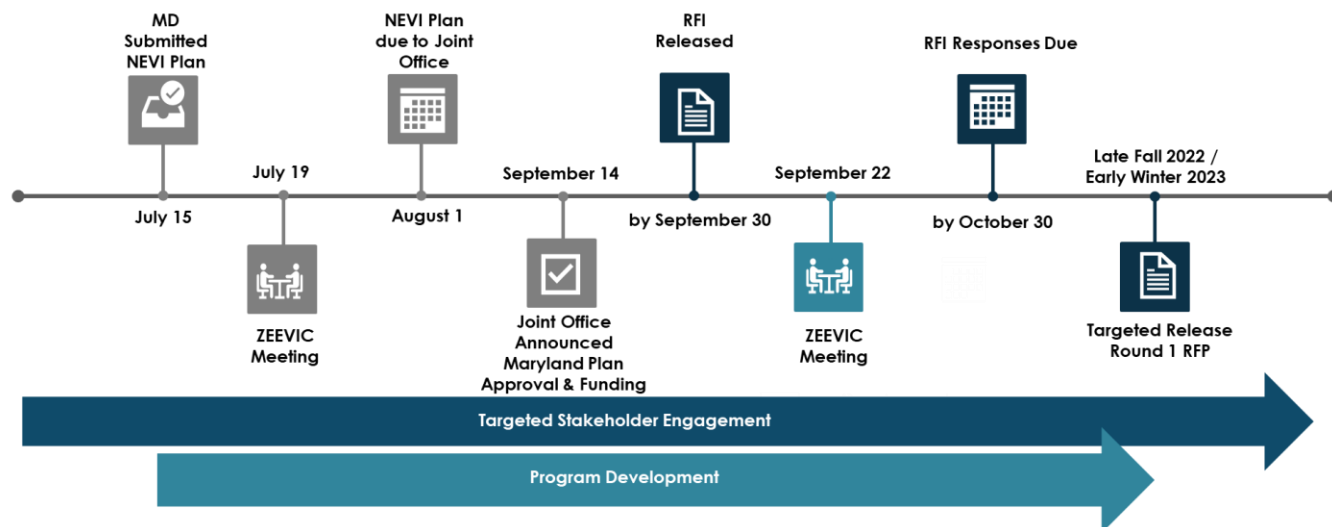
The Joint Office communicated that states must “build out” their AFCs before funding can be used elsewhere. In addition, funding in FFY 2022 can ONLY be used for projects along AFCs. There are 23 AFCs in Maryland which are outlined in the map and table below.



Corridor	Length (Miles)	Start	End	Designation	Corridor Status
I-270	34.5	I-70	I-495	Corridor-Ready	Ready to be Certified
I-495	16.1	VA State Line	VA State Line	Corridor-Ready	Pending Build Out
I-68	79.9	I-70	WV State Line	Corridor-Pending	Pending Build Out
I-695	51.3	-	-	Corridor-Ready	Pending Build Out
I-70	90.9	I-695	PA State Line	Corridor-Ready	Pending Build Out
I-795	8.9	I-695	MD 140	Corridor-Ready	Pending Build Out
I-81	12.0	PA State Line	VA State Line	Corridor-Ready	Pending Build Out
I-83	32.9	PA State Line	Fayette Street	Corridor-Ready	Pending Build Out
I-95	108.1	DE State Line	VA State Line	Corridor-Ready	Pending Build Out
I-97	18.2	I-695	US 50	Corridor-Ready	Pending Build Out
US 1	24.4	PA State	Joppa	Corridor-Pending	Pending Build Out
	60.4	Joppa	DC Line	Corridor-Ready	Pending Build Out
US 13	42.2	DE State Line	VA State Line	Corridor-Pending	Pending Build Out
US 15	37.85	PA State Line	VA State Line	Corridor-Ready	Pending Build Out
US 301	67.1	DE State Line	MD 5	Corridor-Ready	Pending Build Out
	22.6	MD 5	VA State Line	Corridor-Pending	Pending Build Out
US 50	139.7	DC Line	MD 528	Corridor-Ready	Pending Build Out
MD 100	16.8	US 29	MD 177	Corridor-Ready	Pending Build Out
MD 140	11.5	I-795	Westminster	Corridor-Ready	Pending Build Out
	22.41	Westminster	PA State Line	Corridor-Pending	Pending Build Out
MD 32	30.3	I-70	I-97	Corridor-Ready	Pending Build Out
MD 4	58.8	DC Line	MD 235	Corridor-Pending	Pending Build Out
MD 5	52.8	DC Line	MD 712	Corridor-Ready	Pending Build Out
MD 528	8.6	DE State Line	US 50	Corridor-Pending	Pending Build Out
MD 295	30.5	Russel Street	DC Line	Corridor-Ready	Pending Build Out
ICC/MD 200	18.8	US 1	I-270	Corridor-Pending	Pending Build Out

## NEVI Program Schedule

The following schedule illustrates the Maryland NEVI planning and program development schedule for Round 1. **This schedule is subject to change.**



## SUBMISSION REQUIREMENTS

Respondents should complete the submitting “Respondent Information Form” and narrative responses to the best of their ability.

Respondents are required to submit a response to each question or reply by responding N/A (not applicable) to questions where a response cannot be provided.

Responses to the RFI must be submitted in Adobe PDF (.pdf) or Microsoft Word (.docx) format.

Respondents should limit responses to no more than 30 pages. Though the responses should be as concise as possible.

***MDOT is not requesting and will not accept proposals, detailed plans, marketing materials, budgetary information, or proprietary information in response to this RFI.***

Responses shall be sent no later than 2:00 p.m. ET on October 26, 2022. No late submissions shall be accepted.

## DISCLAIMERS

The intended purpose of the RFI is to gather information to educate the State on electric vehicle infrastructure deployment. It is NOT the State’s intention to obtain services between any Participant and the State as a result of this RFI. The Responses to the RFI are for information and planning purposes only and shall not be construed as a solicitation or as an obligation on the part of the State to issue a solicitation or award a contract to any Participant. However, should a future RFP or solicitation materialize, no basis for any claim against the State shall exist as a result of a Response to this RFI or the

State's use of information obtained through the RFI process as part of any solicitation or component thereof.

A Participant should give specific attention to the clear identification of those portions of its Response that it considers confidential and/or proprietary commercial information or trade secrets, and justify why such materials, upon request, should not be disclosed by the State under the Public Information Act, MD Code Annotated, General Provisions Article, Title 4. This confidential and/or proprietary information should be identified by page number and placed after the Title Page and before the Table of Contents in the Response.

## **CONFLICT OF INTEREST**

General Provisions Article, § 5-508(b)(2) provides a safe harbor for the submission of "written or oral comments on a specification prepared by an agency or on a solicitation for a bid or proposal when comments are solicited from two or more persons as part of a request for information or a pre-bid or pre-proposal process" such that submitting a Response to this RFI will not preclude a Participant from participating in a subsequent solicitation.

## **COMMON TERMS**

**EV:** Electric Vehicle

**EVSE:** Electric Vehicle Service Equipment (also called charging station)

**NEVI:** National Electric Vehicle Infrastructure

**DCFC:** DC Fast Charging, which is the higher powered EVSE available

## RESPONDENT INFORMATION FORM

Respondents should complete this form to the best of their ability. Please put "N/A" for any response that cannot be provided.

<b>Submitting Respondent Information</b>	<b>Organization Name:</b>		
	<b>Organization Type (site host, developer, owner/operator):</b>		
	<b>Street Address:</b>		
	<b>City:</b>	<b>State:</b>	<b>Zip:</b>
	<b>Contact Person (authorized to answer questions about your organization's submission)</b>  <b>Name:</b> <b>Email:</b> <b>Phone:</b>		
<b>No Response Comment(s)</b>	<b>If your organization is not responding, please comment below:</b>		
	<b>Remarks:</b>		

## INFORMATION REQUESTED – NARRATIVE RESPONSES

Respondents should provide answers for each of the prompts/questions below. Please reply “N/A” for any information that cannot be provided or is not applicable. Please include an explanation for any “N/A” response if possible.

MDOT will review all prospective RFI responses and will not review any supplementary information that does not pertain to this RFI. MDOT may contact the respondents to follow up with additional questions and/or clarifications.

Please respond to the questions in the numerical order stated below. Include the numerical number and/or letter of the question in your response to ensure you have not omitted any information.

### Organization

1. What relevant qualifications or experience does the respondent have in the planning and/or deployment of EVSE within Maryland. If not, do you plan on investing in EVSE deployments?
2. Provide examples of your organization's specific experience where you have installed and/or currently operate and/or host DCFC stations.
  - a. Provide the number and type of stations in your network.
  - b. Describe Maryland locations if applicable.
3. Please describe your organization’s charging network capability to meet the 5-year in-service requirement for NEVI funding.
  - a. How does your organization approach the financial sustainability of charging locations, including maintenance and operations costs?
  - b. How does your organization currently ensure the uptime of charging locations to deliver a quality customer experience? Include your organization’s definition of uptime in your response. How do you plan to address this in the future as the number and usage level of charging locations increase?
  - c. What current challenges are you experiencing in maintaining and operating charging locations? (e.g., supply chain, workforce, network, other?)
4. Please describe your organization’s plans beyond 5 years as it relates to the NEVI Plan.
  - a. In service capability
  - b. Ownership
  - c. Reporting
  - d. Other
5. How do you envision using the NEVI funds to contribute to your organization’s goal?
6. Has your organization contracted with any public (government) entities for the installation and/or maintenance of EVSE within Maryland?
7. Describe any efforts or policies you have in place for employing / training staff from disadvantaged communities.



- a. Does your organization provide local workforce training and employment opportunities for the installation and maintenance of charging stations?
  - b. Are you familiar with the workforce resources outlined in Maryland's NEVI Plan?
8. What kind of site amenities do your existing locations have? Use of NEVI funds requires certain amenities, are you able to deploy and sustain those amenities for new sites?
9. What type of firms does your organization anticipate partnering with? Have you reached out to the anticipated partners?
  - a. Are any of them registered small or disadvantaged businesses within the state of Maryland?
10. What are your plans to meet equity considerations, required by NEVI and strongly encouraged by Maryland, for charging infrastructure deployment?
11. Does your organization employ accessible (i.e., ADA) design standards at your fast charging sites? If so, what design standards are incorporated?
12. Are you currently able to meet the requirements of Buy America for DCFC infrastructure projects? If not, please explain your plans and timelines to meet the requirements and any potential issues.
13. Are you able to collect and share the following data:
  - a. Number of charging events;
  - b. Number of unique users;
  - c. Total energy (kWh) and cost (\$);
  - d. Peak system kW;
  - e. Average charging event time;
  - f. Average charging event kW and kWh; and
  - g. Taxes and other fees.
  - h. Charger Location
  - i. Session start/end time
  - j. Session completion (yes/no)
  - k. Charger up-time
  - l. Maintenance/Repair costs
  - m. DER Kwh (solar etc.) if applicable.
14. Will the required reporting/data be shared openly or on a public portal? How will data be protected?

## Funding / Costs

15. Do you plan to take advantage of NEVI funding?
16. What financial structure is most feasible for your organization and will still provide the non-federal match required by NEVI Formula Program of 20% or more.?
17. How can Maryland maximize private sector investment in electric vehicle corridors?
18. Maryland anticipates the average cost per site to meet the minimum requirements will range between \$500-\$800k. Please provide any comments or concerns about the range provided.
19. To meet NEVI requirements and maximize the funding available along our AFCs and in our communities, MDOT may consider a per-site or per-charger cap on available funds. Please provide any comments or concerns about this approach.
20. How does your organization plan to develop pricing for public EV charging and how will adjustments be made over time? How does your organization plan on advertising pricing?

## Barriers / Challenges / Opportunities

21. What do you think could be the biggest barrier to installing EVSEs with NEVI Funding in Maryland? Are there ways MDOT could help to reduce or eliminate this barrier?
22. Are there areas in the state where you think investing could be more difficult (potentially rural or disadvantaged communities)? Are there ways MDOT or another state agency could better support investment in those areas?
23. What are some ways to increase EV usage in rural or disadvantaged communities?
24. How should NEVI stations be designed in a way that allows for the growing number of electric pick-up trucks and potential use by medium- and heavy-duty trucks?
25. Which corridors or areas in Maryland do you think would benefit the most from having charging stations installed? Which locations are projected to have the greatest utilization?
26. What are some of the challenges with rural vs urban areas within the state?
27. How will your organization handle and maintain performance during power outages, weather, and emergencies?
28. Noting that supply chain, labor availability, and utility coordination issues are clear risks in the current market environment, how would you specifically address these risks?

29. Describe performance requirements that your organization considers to be important that are not covered, or adequately covered, by the NEVI Guidance and/or related NPRMs.
30. What strategies or innovative solutions should MDOT consider? For example:
- a. Technology solutions – solar power, storage, microgrid, and mobile / emergency charging.
  - b. Utilization – efforts to increase usage in all communities and specifically in rural and/or disadvantaged communities.
  - c. Other?
31. Describe any technology or innovations that improve the user experience (ex. LED displays, easy to operate, daylight and night viewable, etc.).
32. Is your organization interested in submitting one application for an entire corridor or would you prefer site-by-site applications?
- a. If you are more interested in deploying EVSE on a site-by-site basis, would you feel comfortable partnering with a broader team to meet the corridor needs?
33. Do you expect to be:
- a. A site host that works with partners to install and operate EVSE
  - b. A site host that operates the EVSE and works with partners to install the EVSE
  - c. An EVSE company that works with site hosts and/or contractors to install EVSE
  - d. A contractor that works with an EVSE company/site host to install EVSE
  - e. Other?
34. Is your organization able to perform all the planning, engineering, environmental, utility, and construction tasks associated with this kind of effort? If not, how do you plan to accomplish the tasks required to meet state and federal requirements?
35. Should electric utilities be eligible applicants/recipients of NEVI funds?

## **Additional Information**

Please provide any additional information you believe would be beneficial for MDOT to consider when developing a Request for Proposal for the deployment of NEVI funding. Please do not include marketing material.

**THE END**